

USE OF MOTORS MAKES RUBBER IMPORTANT ITEM OF WARFARE

National Geographic Society Issues Bulletin on Importance of Rubber in War Times; Armies Now Travel on Rubber; Haitians First Used Rubber; Introduced in United States in 1800.

WASHINGTON, D. C., June 24.—American makers of trucks, passenger cars and parts continue to expand in foreign fields, according to official figures compiled by the statistical bureau of the Department of Commerce. In April this year the number of trucks exported was 1,396, valued at \$2,354,601, while the pleasure car exports totaled 9,242 machines, the value of parts, not including engines and tires, were valued at \$1,299,794. For the nine months period ended April, 1916, the exports reached these tremendous totals: Commercial cars, 12,125, valued at \$48,598,349; passenger cars, 45,648, valued at \$24,258,175; parts, not including engines and tires, \$18,222,401.

Turning to the figures for last year it is found that during April a year ago 2,267 passenger cars, valued at \$3,346,681; 5,078 passenger cars, valued at \$3,569,744, and parts, not including engines and tires, were shipped abroad. While during the nine months period of 1915 the figures were: Commercial cars, 12,125, valued at \$48,598,349; passenger cars, 45,648, valued at \$24,258,175; parts, not including engines and tires, \$18,222,401.

While the warring nations of Europe with the exception of Germany, continue as heavy buyers of American built motor cars, it is interesting to note that countries like South America and the British possessions in Oceania are constantly growing in importance as markets for our cars.

In April last France imported 1,055 cars, valued at \$2,354,601, from this country, while in April a year ago the number was just one less, but the value was only \$1,710,762. The exports to France during the nine months period increased from 3,931 cars, valued at \$10,032,845, in 1915, to 4,260 cars, valued at \$12,260,554, in 1916.

Russia a Good Buyer. Russia's purchases of American cars in April last amounted to 178 machines, valued at \$1,710,762, from this country, while during the nine months period of 1916 the number was 4,774 and the value \$14,568,254. Russia did not figure in the export returns last year, so there are no comparative figures available.

Germany did not import any American machines in April of this and last year, but during the nine months of 1915 the returns show that 29 cars, valued at \$20,164, were shipped there. Seven hundred and thirteen cars, valued at \$70,184, was the United Kingdom's contribution to American motor car makers in April last, which is a decline from last year's figures for the same period, which were 1,455 cars, valued at \$19,846,309, in 1915, to 1,330 cars, valued at \$22,038,609, in 1916.

There were 73 cars, valued at \$55,452, shipped to Denmark in April last, while during the nine months of this year the number was 237 and the value \$411,795. No comparative figures for these periods of last year are available.

Italy's share in our automobile export trade in April last was only four cars, valued at \$2,354,601, from this country, while during the nine months period of 1915 the returns show that 29 cars, valued at \$20,164, were shipped there. Seven hundred and thirteen cars, valued at \$70,184, was the United Kingdom's contribution to American motor car makers in April last, which is a decline from last year's figures for the same period, which were 1,455 cars, valued at \$19,846,309, in 1915, to 1,330 cars, valued at \$22,038,609, in 1916.

British Oceania is looking up big in our motor car export trade, so last year 1219 cars, valued at \$48,598,349, were shipped to that continent.

On this side of the Atlantic the figures show that Canada contributed largely to our export trade during the periods under consideration. The exports in April, 1916, totaled 2,126 cars, valued at \$1,299,794, as against 894 cars, valued at \$1,299,794, in April a year ago, while the shipments for the nine months period fell from 2,115 cars, valued at \$1,299,794, in 1915 to 1,374 cars, valued at \$2,354,601, in 1916.

Even Mexico a Sales Field. Even war-ridden Mexico is showing a decrease in its imports of American cars, the number shipped there in April a year ago being six, valued at \$4,925, increasing to 41 cars, valued at \$4,925, in April last, while during the nine months period the shipments rose from 64 cars, valued at \$4,925, in 1915, to 228 cars, valued at \$4,925, in 1916.

A big increase can be noted in our export trade in cars with the British West Indies and Bermuda, the figures for April last being 497 cars, valued at \$1,299,794, while during the nine months of this year the number was 3,369 and the value \$2,354,601. Last year the returns showed that 247 cars, valued at \$1,299,794, were shipped there in April, while the shipments for the nine months of that year totaled 1,121 cars, valued at \$1,299,794.

Demanded in South America. A striking feature of the automobile export trade is the constantly increasing demand for American cars in South America. Formerly the department grouped all the automobiles exported to South America under one category, and last year's returns show that 34 cars, valued at \$4,925, were shipped there in April, while during the nine months period the number was 595 cars, and the value \$4,925. In April last Argentina alone shipped 565 cars from this country, the value of which was \$4,925, while during the nine months of this year the shipments amounted to 2,497 cars, valued at \$4,925. (Note: The value of the cars shipped in April last, the value being \$4,925, while during the nine months period the number was 595 cars, and the value \$4,925. Only 20 cars valued at \$1,299,794, were shipped to Brazil in April last, but during the nine months of this year the number reached 299 cars, valued at \$1,299,794. Venezuela's contribution was 41 cars, valued at \$4,925, in April, and 41 cars, valued at \$4,925, during the nine months of this year, while all other South American countries purchased a total of 1,455 cars, valued at \$2,354,601, during the nine months period.

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RESTALEDING FOR RACE PRIZE

Has 1800 Points; Rickenbacher Second With 600; D'Alene is Third.

The 300 mile Chicago derby race brings the list of drivers competing for the coveted title of champion motor car driver of America, up to 22 contestants. The Bosch trophy recently donated to be given to the champion driver has just been completed and is now in the hands of the American Automobile association which has arranged a plan by which the champion motor car driver of America can be officially determined. The champion will also get a big slice of the Goodrich cash prize.

The competition will run for the entire year and includes all big and officially sanctioned automobile events. A predetermined number of points are apportioned by the A. A. A. for each race in accordance with the mileage of the contest, together with other factors. The Chicago derby race completes the third of the spring series of championship award events, while the big auto contest at Des Moines on June 25th starts the summer series.

The list of the drivers and the points they now hold is as follows:

| Driver | Points |
|-----------------------|--------|
| 1. Dario Resta | 1350 |
| 2. E. V. Rickenbacher | 600 |
| 3. W. H. D'Alene | 470 |
| 4. Ralph DePalma | 470 |
| 5. J. Christensen | 250 |
| 6. Jules Desjardins | 250 |
| 7. Ira Vall | 250 |
| 8. Ralph Mulford | 240 |
| 9. C. J. Bevil | 240 |
| 10. Barney Oldfield | 240 |
| 11. Eddie McDonald | 240 |
| 12. George Adams | 240 |
| 13. Galin | 240 |
| 14. Howard Whitcomb | 240 |
| 15. Bert Watson | 240 |
| 16. Art Johnson | 240 |
| 17. McCarthy | 240 |
| 18. Billy Chandler | 240 |
| 19. Gable | 240 |
| 20. H. Henderson | 240 |
| 21. A. Hulse | 240 |
| 22. Lewis | 240 |

In addition to the big silver trophy there are cash awards to be given to the winning drivers. These have now reached the sum of \$12,000 of which the Goodrich Tire company has given \$10,000, the Bosch Magneto company the balance, the addition to the big trophy. This sum, it is believed by the A. A. A. officials, will be augmented by the season's advances by other cash donations from automobile necessary concerns.

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ARIZONA LIKES THE ALLEN CAR

Many Inquiries Come To Local Dealers From That State.

"I believe that the Allen is the most talked about car in the state of Arizona," said E. E. Wiseman, of the Cactus Motor company, local Allen distributors. "Hardly a week passes that we do not have from two to five Arizona dealers drop in at our sales-rooms and ask to see the car about which they have heard so much."

"Only on Thursday there was a dealer here who said that he wanted to see the most talked of car in Arizona." He told us that he came from Clifton and there are a couple of cars now in that district that are making local records every day. The week's callers included another dealer from Clifton, one from Morehead, another from Tucson, and last week we had four or five from other parts of Arizona.

"The Allen isn't a showy car and we don't make any particular claims for the car, but we do assert that the Allen will give the service any man who demands a car. We agree to let the owners of our cars know that when a man uses an Allen, he is an Allen booster for all time."

The front increased output of the new Allen factory will permit us to get more cars in the new season. I do not anticipate that there will be an increase of price nor will there be a wholesale change of model. The Allen is produced of quality materials and is thoroughly tested before it leaves the factory. The car is a motor-car value on the market at the present time.

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OPERATING COST MUCH REDUCED

Factories Work For Economy, Now That Gasoline Prices Are Up

"With the price of gasoline stations, and a number of indications pointing to a reduction in the retail market, we can already count a number of beneficial effects that the past winter's high fuel prices have had on motor car design and manufacture," is the statement of S. O. Bottorff, of the West Texas Motor company, Hays' agents.

"Since gasoline soared early last winter, there has been an insistent demand for the economical car, and the makers of medium priced automobiles have been sharpening their motor design, not solely toward the production of power, but toward power coupled with efficiency."

"The most marked effect of high fuel prices has been the acceptance into general use of the high speed, six cylinder motor, of comparable displacement displacement, but with the ability to apply effectively every ounce of energy it develops. Smaller cylinders have proved in every day use far more economical than motors with large cylinders with less frequent power impulses."

"Working with the motor car makers are the carburetor manufacturers, whose efforts to obtain easily regulated power from the lower grades of gasoline have met with success. The 2000 pound car, which a few years ago could average but eight or ten miles on a gallon of gasoline, can now travel from 14 to 25 miles on the same amount of inferior fuel."

"Furthermore, the groundwork has been laid for the improvement of motor fuel. The precarious condition of the gasoline supply has induced chemists to give their attention to the development of a synthetic gasoline or substitute for this fuel. Already the amount of gasoline that can be extracted from a given amount of crude oil has increased several fold, and experts believe the end has not been reached."

"It is not overestimating facts to say that a third has been cut of automobile operating expenses during the past winter."

WAVED WINE BOTTLES AND DEFIED AMERICANS; ARRESTED. Waving two bottles of wine and declaring that he was not afraid of any American, Blas Castanovos, a laborer, attracted a large crowd at San Antonio (Chavez) street Saturday morning before he was arrested by patrolman J. Thomas.

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MOTOR VEHICLE EXPORTS LARGER; U. S. CARS ALL OVER THE WORLD

Government Issues Figures for Nine Months; 1790 Trucks and 6242 Pleasure Cars Shipped Abroad in April; France and Russia Are Big Purchasers of Autos.

WASHINGTON, D. C., June 24.—The tremendously important part which rubber is taking in the present war in Europe and elsewhere in the United States' punitive expeditions in Mexico makes the following bulletin, issued by the National Geographic society, from its Washington headquarters, of significant interest.

"The fact that practically all the commissary supplies and ammunition required by American troops south of the Rio Grande are being transported in motor trucks, and the news that an automobile train of 18,000 cars was employed to rush reinforcements and munitions to Verdun during the first hours of the German drive against that great French fortress suggest a modification of one of the axioms of the great phrase maker and military genius, Napoleon. The modern army marches on rubber instead of 'on its stomach'."

"The product of the rubber trees of the tropics is as vitally a contraband of war as gun powder, steel, copper, dynamite or nitric acid, for the iron-hoofed warhorse of former days has evolved into the padded wheel motor car, motor truck and motor cycle of 1916."

"It is difficult to realize that rubber, in its modern civilization and warfare has been played only during the last six decades, following that happy accident when Charles Goodyear, a Connecticut inventor, dropped a mixture of sulphur and rubber on a hot stove and discovered the long sought principle of vulcanization which prevents the gum from becoming brittle in cold weather and sticky when warm."

"It was during Columbus's second voyage to the new world that he discovered the natives of Haiti playing with a ball of gum which possessed extraordinary qualities of resilience. Many years later when it was discovered that this gum could be used to rub out pencil marks it was given the name of 'Indian rubber'."

"Rubber was introduced into the United States in 1800, which by an odd coincidence, was the year of Charles Goodyear's birth. Half a century later a Boston navigator brought from Brazil a number of pairs of boots which had been coated with the coagulated milk of the rubber trees. Their popularity pervaded the nation. But more than two centuries previously a Madrid writer had chronicled the fact that Spaniards in the new world made a practice of waxing their canvas cloaks with the rubber juice to keep out the rain. Our common noun 'mackintosh' is a tribute to the cannyness of a Scotchman, Charles Mackintosh, who improved on the native product."

"There are many varieties of rubber producing trees, vines and shrubs, the most valuable species being that which yields the standard 'para' and which grows over an area of a million square miles in Brazil alone."

"The world production of rubber during the year preceding the European war was 151,000 tons, of which Brazil produced 48,000 tons, her nearest competitor, the Dutch Indies, yielding 30,000 tons. The United States in that year imported more than twice as much of the product as Great Britain, which stood second as a buyer. For our 57,000 tons \$90,000,000 was paid."

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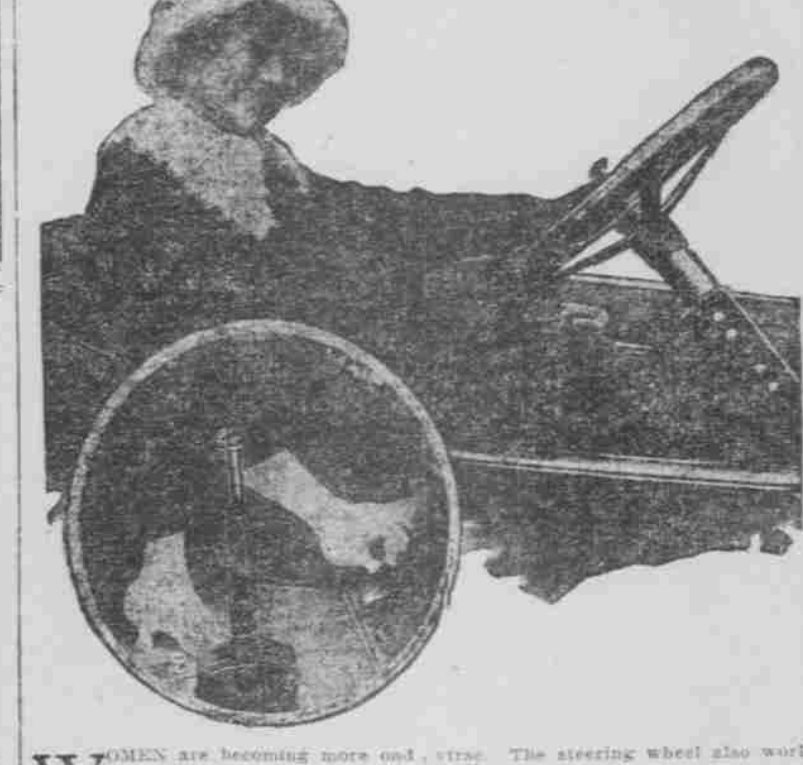
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Switchbox Feature On Column Great Aid To Women Drivers



WOMEN are becoming more and more proficient, automobile drivers. This is the opinion of John N. Willys, president of the Willys-Overland company, and the biggest individual in the latest automobile merger.

"This development," said Mr. Willys, "in speaking of the increase in the number of women drivers, is due largely to the many improvements in automobile construction. The engineers at our big Toledo plant, keeping in mind the use of all of our models by women as well as by men, have reduced the mechanism of our cars to simplicity itself."

"Today a woman steps into the car and takes her seat with confidence. Sitting upright in her seat she presses the magneto button in the switchbox on the steering column—a feature of all Overland and Willys-Knight models—and presses the toe-button to start the motor. No cranking is needed."

"She presses the clutch pedal—only a gentle pressure and the clutch is released. The brakes work easily. No straining or tugging, but just a light pull through the lever from neutral to first, second or third speeds, or reverse. The steering wheel also works easily."

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